

## INDIANS SEE THE VITASCOPE.

Overruling Effect Produced on Red-men by the Extraordinary Exhibition.

A Chicago photographer recently returned from Flagstaff, Ariz., tells an interesting story of the effect of the kinoscope on the Navajo Indians of northeastern Arizona. The wonder of the aborigines at the things seen by the aid of the instrument was as though the day of resurrection had come. The dead, they said, had been seen to walk, and out on the great red sandstone plain the white man's magic brought the "fire wagon," and armed armies of soldiers that came unseen, and that vanished into the night.

August is a holiday time with the Navajos. In August the Indian traders usually give their treats, great entertainments combining the feature of a wild-west show and a barbecue. This year the most important of the "treats" was at Volz' store, at "The Lakes," 17 miles north of Canon Diablo station, on the Santa Fe railroad. It was here the untutored red man was shown the greatest marvel of the century's closing decade. The enterprising Chicago photographer had brought his kinoscope outfit to Volz', and the details of the snake dance, which had been there the year before, and, though he seemed to have had poor success in the Moni villages, had caught the Navajos at their sports at Volz'. This year, on the plain behind the store, on a canvas screen, he exhibited his moving pictures before an assemblage of 600 agitated aborigines.

As the Empire State express grew from a pin-point in the distance till it filled the frame, seemingly rushing down upon the crowd, the Indians gazed in unison and would have died had not the interpreter reassured them. The march past of soldiers was something that most of them had seen, but the exhibition of the Kansas City fire department was an unnamable novelty.

But the climax came when the pictures taken on the same spot the preceding year were reproduced. Most of the Indians had been present when the pictures had been taken. Many of them almost shrieked when they saw themselves in action as they were in the chicken-pulling contest and in the races of last August. Last year a popular clerk, since gone away, had carefully walked across the instrument's field. The Indians shouted as they saw him again on the canvas. Real enthusiasm was caused by the passage across the screen of the trader's well-known little dog. Among the friends recognized a number had died during the winter in the smallpox epidemic. When the entertainment was over the Indians crowded around the screen, feeling the canvas and rubbing their cheeks upon it, chattering noisily in their amazement.—Chicago Inter Ocean.

## PAY FOR THEIR SMARTNESS.

The Sleep Fizzies It Cost Two Gay Drummers to Astonish the Natives.

"It's a sad story," said the drummer, as he counted up his available cash. "My idea was to say nothing about it, but I understand that the other fellow is going around telling the story as a joke on me, and I might as well give my side of the story, for the truth is bad enough, without having it exaggerated."

"One night last week I found myself obliged to put up for the night at a little country hotel some miles west of here. It was a chilly evening, and several loungers were loitering in the barroom, watching pennies to kill time. They were as much interested over it as though millions were at stake, and it gave me a tired feeling to watch them."

"There was another drummer, a friend of mine, who was doomed to pass the night at the place, and suddenly I had collected a bill for my house for \$50 and had chanced to be paid in five-dollar gold pieces. I got my friend aside and said:

"See here; let's wake this house up and show them where they are at. I have ten five-dollar gold pieces. I will give you half of them, and we will start a fake gambling game and astonish the natives."

"My friend agreed to the plan, and we started matching five-dollar gold pieces on the bar, while the loungers gathered about and breathlessly watched the game, with their eyes fairly hanging out of their heads."

"We had been at it for only a few minutes when the village marshal came up and arrested us both for gambling. I tried to explain that it was only a joke, but he wouldn't listen, and showed his determination to take us to jail for the night. We prevailed upon him to send for the justice of the peace, who saved us from the lockup by holding us on our own recognizance to appear before him next morning, at which time he gently fined us \$25 apiece and confiscated the evidence to pay the fine."

"If I ever try to be funny again, I hope some one will kick me!"—Detroit Free Press.

## Handsome in a Way.

A young gentleman of immense conceit, with a face much pitted by the smallpox, was discovered admiring himself in the looking glass by the young lady whom he imagined he had rather smitten.

"Yes, Mr. Alcoholic Nobrains, when carved work comes in fashion, I really do think you'll be the handsomest man I ever saw in my life!"—Stray Stories.

## Reason for It.

"Why is she only in half mourning?" Of course, she married old Skimpit for his money, but she ought to respect his memory now that he's dead."

"Oh, she thinks she's doing all that is required under the circumstances. He only left her half his fortune!"—Chicago Post.

## THE ORIGIN OF ENGLISH.

Some Interesting Facts Regarding the Growth and Development of Our Language.

Admitting language to have been of divine origin, we cannot imagine that a perfect system of it was at once given to man. It is more natural to suppose that God only gave to our first parents such language as was necessary for their present requirements, leaving them, as He did in other respects, to enlarge and improve it as their future necessities should require. These rudiments of speech must have been poor and narrow. Let us suppose a period existing before words were known. Men could have had no other method of communicating their feeling than by cries of passion, accompanied by motions or gestures, just as to-day two men would endeavor to make themselves understood, if, ignorant of each other's language, they were thrown together upon a desert island. Consequently these exclamations, called by grammarians "interjections," were undoubtedly the elements of speech. Finally names began to be applied to objects, the names corresponding as nearly as possible to the nature of the object named. When the objects were those in which sound or motion were concerned, the imitation by words is obvious; thus, one sort of wind is said to "whistle," and another to "roar"; a fly to "buzz," hail to "rattle," a stream to "flow," etc. But where neither noise nor motion is concerned this analogy becomes more obscure, although it is not entirely lost. But as towns increase in every nation words deviate more widely from their primitive root and lose all resemblance in sound of the things signified. For instance, what an amount of history is wrapped up in the word "pagan." The word, we learn from Gibbon, is remotely derived from a word in the Doric dialect, signifying "a fountain." The rural neighborhood which frequented this fountain came to be known as "pagans." Soon "pagan" and "rural" became nearly synonymous, and the meaner class acquired that appellation which has been corrupted in the northern languages of Europe into "peasant." Words as we now use them are symbols rather than imitations.

Language in its infancy being extremely barren, the mode of speaking by natural signs could not be at once abandoned, and conversation was intermixed with many gestures. Later what had arisen from necessity continued to be used for ornament. In the Greek and Roman languages particularly a musical and gesticulating pronunciation was retained in a marked degree. Without considering this, we should be at a loss to understand several passages of the classics relating to public speaking and theatrical entertainments of the ancients. The actions of orators and players were far more vehement than those of the present day. To us Roscius would appear a madman. On some occasions the acting and speaking were divided, one player speaking the words, while another expressed the corresponding notions. Cicero tells us that it was a contest between himself and Roscius whether he could express a sentiment in a greater variety of phrases, or Roscius in a greater variety of intelligent gestures. Finally gesture engrossed the stage entirely, and under the reigns of Augustus and Tiberius pantomime was the favorite entertainment of the public. The passion for gesticulating became so violent, in fact, that laws were made prohibiting senators from studying them. The order in which words are arranged in a sentence differs greatly in ancient and modern tongues, and the consideration of this serves still further to unfold the genius of language. Suppose a savage earnestly desiring some fruit held by another. Unacquainted with words, he strives to make himself understood by pointing eagerly at the fruit, at the same time uttering a cry.

Next, let us suppose him to have acquired a few words. The first word which he would utter would be the name of the object desired, because his mind is concentrated on that subject. Thus, the primitive man would express himself in the Latin order of construction: "fruit give me," "Fructum da mihi." As language grew more copious it gradually lost the figurative style which was its early character, and the metaphorical mode of expression finally gave way to the more simple style of to-day. There is probably no language more copious than the English, which was spoken after the Norman conquest in 1066. It is a mixture of Anglo-Saxon and Norman-French, and contains something more than 43,000 words, 29,000 of which are of Latin origin, and 14,000 of Teutonic extraction. In chemistry a few names have come down to us from the languages of the civilized nations of antiquity. For example, the root of the word "ammonia" is more than 1,000 years old; ammon, from which it is derived, having been the name of one of the gods worshiped by the ancient Egyptians, from whom the Romans transmitted the word to us.

In the ninth century the Arabians were the most distinguished chemists, and the names which they introduced, and which still survive, may be recognized by commencing with the Arabic definite article Al; thus we have alkali, alcohol, etc. Astrology and alchemy went hand in hand. Metal lead and the planet Saturn were associated together, and we still speak of solutions of lead as Saturnine solutions. Silver and the moon (Luna) were astrologically connected, thus nitrate of silver still bears the name of Lunar caustic, and the metal quicksilver is not likely soon to lose its astrological name of mercury.—Cincinnati Enquirer.

## The Chances.

A woman thinks she is privileged to change her mind, but let a man change his and the chances are he will have a breach of promise suit on his hands.—Chicago Daily News.



## NOTES OF SHIPPING.

With the increase in the size of steamships and the constant desire for greater speed, shipbuilders are looking for a lighter metal than iron and steel, which shall possess the qualities of strength which make these metals so well adapted to marine purposes. They have been working with ingenuity the experiment that have been made with aluminum, and are ready to adopt this metal whenever it can be used to advantage. Two of our latest torpedo boats, the Delphin and Osprey, recently built at Bath, have running towers of aluminum, which weighs very materially less than that of steel, and shows the great advantage of this metal in shipbuilding. The French government ordered a torpedo boat from Yarrow some years ago, which was built entirely of aluminum, and that ship had all previous records for speed of her size and horse power obliterated. In England several small torpedo boats have been built entirely of aluminum, and which, however, but the surface exposed to the action of sea water brought rapid corrosion, thus proving the fallacy of the popular supposition that aluminum in this form will not deteriorate when submerged. A writer in Cassier's Magazine for October says the failures which have been experienced in the experiments with aluminum have been caused by the adoption of that metal in shipbuilding. He says: "Although it is now well recognized that the pure metal and several of its alloys which do not contain copper, stand the action of salt water better than iron or steel, the difficulty is to keep it pure before and after it is cast. Before casting, however, when further experiments have been carried out there is no reason why a suitable alloy should not be adopted which, when properly used and protected from direct contact with sea water, would resist corrosion as effectively as the majority of metals now employed in shipbuilding. The remarks refer only to the real metal, and not to the alloys which contain copper, and which are so liable to the open scale."

The case of the steamer Conemaugh vs. the steamer New York is before the Supreme Court at Washington this week. The New York court found in favor of the Conemaugh. An appeal to the Circuit Court of Appeals brought a verdict for the New York for \$5,000. If the Conemaugh wins the suit she will get \$75,000.

The act of December 21, 1893, amended Section 438 of the Revised Statutes to require second mates of steam vessels to be in charge of a watch, to be duly licensed as such by the inspectors of steam vessels, but officers failed to specifically provide a penalty in said statute for violation of this requirement. A number of owners of steam vessels have heretofore taken the ground that as apparently no penalty was provided, they could employ ordinary sailors as second mates. The Secretary of the Treasury has notified Collector Jackson that this contention on the part of owners of steam vessels is incorrect, and that persons serving as second mates without being duly licensed, may be prosecuted under Section 4500 of the Revised Statutes. This section is as follows: "The penalty for violation of any provision of title, act, or otherwise specially provided for, shall be a fine of \$500, payable to the United States." Complaints for violation of this provision of law have been filed with Collector Jackson against three steamers in the coasting trade and he will shortly commence proceedings to recover the penalty provided by Section 4500 of the Revised Statutes.

No exhibit in the United States Building at the Paris Exposition could interest as many visitors as the American's Cup. Surrounded by models of all the challengers and challengers, it would be an object lesson and tribute to our naval architecture and engineering. Deep-sea diving, the American and the British, there could be no offense to our friendly English cousins—American shipbuilders.

There is a good prospect for a big steel shipyard being established at Whitestone, Long Island, on the basis of the Whitestone Forge Works, the Standard Iron & Steel Company having been incorporated under the laws of New Jersey with \$1,000,000 capital for that purpose. The organizers are John C. Henderson, M. E., Samuel B. Sexton and John C. Scott. Shipbuilding is to be the prime object of the corporation.

The Navy Department will this week dispatch one of the warships now at the United States Navy Yard at sea to the coast of Mexico for the purpose of making a test of the value of an apparatus for cooling vessels at sea invented by Spencer Miller, of New York. Mr. Miller was here Friday and had a consultation with the officials, in regard to his device. As a result of this visit, Admiral Bradford, Chief of the Bureau of Equipment, recently requested the Bureau of Navigation to send one of the warships at present at the Brooklyn yard to aid in the test. It is likely that either the New York or Massachusetts will be selected for this object, as it is desirable to have a large vessel.

The Norfolk Landmark publishes the following reminiscence of the departure of the hospital ship Solace for Manila. The Solace was formerly the Crockett, built at Newport News for the Cronwell Line.

Several officers have vast funds of anecdotes stored, and reminiscences which most of them possess the knack of relating with much reality, that evokes the interest of a novel. A group of them were making of more recent naval events narrate the other day at the Atlantic Hotel. The talk turned on how quickly the ships could be dispatched in an emergency, and one of the officers said: "The day that news of the fight with the insurgents at Manila reached this country the former hospital ship Solace left Hampton Roads bound on her first voyage to Manila in her new role of a transport and government liner between the Atlantic coast and our new possessions. She had about thirty tons of provisions for the vessels of Admiral Dewey's fleet, far away in the Philip. She also had aboard a large number of officers and several hundred sailors and marines to take the place of those men of his fleet whose terms of enlistment had expired. She originally cleared from New York and put into Hampton Roads to take aboard a little ammunition for the eight inch guns of the flagship Olympia and the Iowa and six ships of the Boston. The ship had been permitted to go ashore Saturday afternoon for their last glimpse of home before sailing on their long tour of duty. They expected to leave Sunday, the 5th, at noon promptly. The officers accompanying the expedition were wine and dine and otherwise well treated by their friends on shore upon whom they had called to say farewell.



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long tour of duty. They expected to leave Sunday, the 5th, at noon promptly. The officers accompanying the expedition were wine and dine and otherwise well treated by their friends on shore upon whom they had called to say farewell.

Sunday morning, however, startling although half-expected, came news of the defeat at Manila, the glorious victory of the American troops and the participation of the fleet. Then came to the Navy Department at Washington, Dewey's laconic request, "double my order for ammunition." Instantly the Solace was ordered held in port to the commandant of the Norfolk navy yard orders were issued to load aboard the Solace as much ammunition, including projectiles, to fit the calibre of every gun in Dewey's fleet, as she could conveniently and safely carry. All that Sabbath the ugly, snubnosed ammunition barge Alice ran between the Norfolk naval magazine, away down on St. Julian's Creek, and the Solace, carrying ammunition, powder, solid shot and loaded shells, until the transport had aboard enough explosives to blow her to atoms. It was all carefully stored, however, deep down in the iron bulkhead protected hold, among the canned beef, canned vegetables, canned pork, tinned biscuits and other provisions destined to be consumed by the hardy fellows who served under the command of Dewey. Next day the Solace sailed and her captain declared that he was going to better the fifty-day record of the Navy Department had arranged for him by as many days as possible. For every man aboard the Solace wanted to fight Aguinabo. The ship broke the record on that passage, arriving five days ahead of the time she was expected."

## LAST CONSIGNMENT

Of Steel Rails for the Sewall's Point Railway.

Over 500 tons of steel rails have just reached Norfolk by water from the Maryland Steel Company for the Norfolk and Atlantic Terminal Company's line to Sewall's Point, which is nearly opposite Newport News.

This shipment lays down the last of the rails required for the new line to Sewall's Point. The entire roadbed is graded, the track laid to within two

miles of the deep water terminus and the necessary ties are distributed along the unfinished portion.

A large force of men and teams is still at work opening up the streets and avenues at Sewall's Point and grubbing out roots and stumps preparatory to grading the roadways.

There are five trestles on the route, and these are complete with the exception of the top decking and some long timbers needed for this purpose. It is expected that the last rail will be laid in about two weeks.

## ENGINES AND CARS.

The two Hamilton-Corliss engines, which were made for the company's power house, have been shipped from Hamilton, Ohio, and are expected to reach Norfolk soon. The foundation for the power house is completed, and the sidewalks are up to grade. The power house will be a substantial brick building. It is located at Tanner's Creek, about midway between the Norfolk and deep water terminals. The car barn is framed and practically ready for the weatherboarding.

The cars have been ordered from the American Car Company, of St. Louis. One motor car and one trailer will be of the Lowenberg convertible car type, and the other four motors and four trailers, will be like those in use at Washington, D. C. The cars are nearly ready and will soon be shipped.

The large pier and its approach, at Sewall's Point, is practically completed, except for a portion of its decking. The decking and tracks will be laid in a few days, and then work will be begun on the pier's warehouses, offices, waiting rooms, etc.

The small saw mill, installed near the site of the power house, is busy converting the timber cut from the line of the railway and streets and avenues into rough lumber for use in the buildings being erected by the Terminal Company.

Real Estate Wanted.

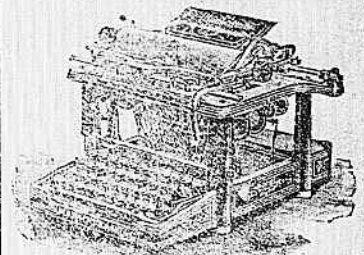
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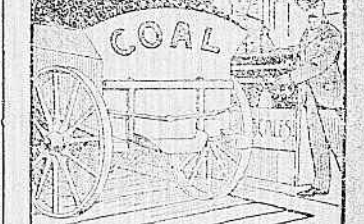
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